

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001

202-504-2200
202-504-2195 FAX

MEETING OF THE COMMISSION OF FINE ARTS

19 September 1990

AM 10:00 CONVENE, 441 F Street, N.W., Washington, D.C. 20001

I. ADMINISTRATION

A. Approval of minutes:

26 July 1990

B. Dates of next meetings:

25 October 1990

13 December 1990

C. Schedule of meetings for 1991.

D. Bill 8-616, District of Columbia Council, Committee of the Whole. Amendment to "Schedule of Heights of Buildings Adjacent to Public Buildings." Market Square North development.

E. Whitehurst Freeway. Letter from Carol B. Thompson, City Administrator. Confirmation of previously approved rehabilitation of the Whitehurst Freeway.

II. SUBMISSIONS AND REVIEWS

A. Navy Memorial Foundation

CFA 19/Sept/90-1, Bas-reliefs for Navy Memorial, Pennsylvania Avenue at 8th Street, N.W.

Review of bas-relief design program.

(Previous: CFA 15/Feb/90-1, CFA 20/Apr/89-4, CFA 19/May/88-1.)

B. Department of the Army Corps of Engineers, Baltimore District

- * CFA 19/Sept/90-2, Walter Reed Medical Center. Landscape plan for multi-level parking structure. (Previous: CFA 15/Nov/89-2.)

* Also discussed: gate at 14th and Aspen Streets.

II. SUBMISSIONS AND REVIEWS continued, 19 September 1990

C. District of Columbia Government,
Department of Public Works

CFA 19/Sept/90-3, proposed highway bridge over the Anacostia River at Barney Circle. Alternative concept designs.

D. Smithsonian Institution

CFA 19/Sept/90-4, National Museum of Natural History, Constitution Avenue at 10th Street, N.W. Chilled water plant. Design.

E. District of Columbia Government, Department of
Consumer and Regulatory Affairs

1. Shipstead-Luce Act

- a. S.L. 90-172, 1750 Poplar Lane, N.W. New single family dwelling. Conceptual.
- b. S.L. 90-139, J.W. Marriott Hotel, 1331 Pennsylvania Avenue, N.W. Disposition of flagpoles. Discussion. (Previous: CFA 15/Mar/90-3.)
- c. Appendix I.

2. Old Georgetown Act

- a. Appendix II.

F. Freer Gallery

CFA 19/Sept/90-5, Freer Gallery. Inspection of new acquisitions.

Note: At the end of the meeting, there was an informal discussion of an item not on the agenda: raised grilles for air vents, Archives Metro station.

SHIPSTEAD-LUCE SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 90-181	208 2nd Street, S.E.	New doorway,
HPA. 90-748	Federal Express	awning and sign - permit

ACTION: No objection to issuance of permit for proposed new entrance doorway, which will replace an existing bay window, nor to awning and brass sign.

S.L. 90-185	409 12th Street, N.W.	Internally -
HPA. 90-780	L.N.T., M.D. & Assoc. 7 - 7 Mini Mart	illuminated sign - permit

ACTION: No objection to issuance of permit for internally - illuminated sign with letters no larger than 12 inches in height to match location and configuration of adjacent sign.

S.L. 90-186	412 South Capital Street, S.W.	Alterations and
HPA. 90-796	The Blaney Company Residence	renovation - permit

ACTION: No objection to issuance of permit for proposed alterations to rear of house and to general renovation.

S.L. 90-188	400 New Jersey Avenue, N.W. Systems - Washington Assoc. Hyatt Regency Hotel	Glass enclosure of elevators - permit
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ACTION: No objection to issuance of permit for proposed glass enclosure of elevators.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 90-191	1865 Ingleside Terrace, N.W.	Deck
HPA. 90-826	Fred O'Regan Residence	- permit

ACTION: No objection to issuance of permit for proposed deck.

S.L. 90-192	2650 Virginia Avenue, N.W. Forte Hotels Washington Watergate Hotel	New paving and alterations - permit
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ACTION: No objection to issuance of permit for proposed alterations and new paving of entrance to hotel.

S.L. 90-195	125 D Street, S.E.	Rear deck
HPA. 90-848	Bonita L. Hollis Residence	- permit

ACTION: No objection to issuance of permit for proposed rear deck. Recommend railing be painted or stained to match trim of existing house.

S.L. 90-196	2033 Waterside Drive, N.W.	Alterations
HPA. 90-850	Nina Shapiro Residence	to porch - permit

ACTION: No objection to alterations to porch as shown in supplemental drawings received and dated 14 September 1990 in which the roof material matches the slate of the existing roof.

S.L. 90-198	450 5th Street, N.W.	Replacement
HPA. 90-817	MRO Mid Atlantic Inc. Hardee's	signs - permit

ACTION: No objection to issuance of permit for proposed replacement signs to display name of restaurant only.

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Appendix I

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 90-199	516 North Capitol Street, N.W. MRO Mid Atlantic Inc. Hardee's	Signs (existing) - permit

ACTION: Recommend against issuance of permit. Recommend separate submissions for signs and canopy. Sign mounted on building wall is to be individual back-lighted opaque letters. Recommend against neon in this location near the Capitol building. Canopy should follow location and configuration of previously approved canopy.

S.L. 90-202	1735 New York Avenue, N.W.	Repaving of
HPA. 90-876	American Institute of Architects AIA Headquarters	plaza - permit

ACTION: No objection to issuance of permit for proposed repaving of plaza.

S.L. 90-151	2525 Belmont Road, N.W.	Revision to
HPA. 90-640	Mr. and Mrs. James Free Residence	permit - alterations

ACTION: No objection to revision to permit 489019031 as shown in supplemental drawings received and dated 14 September 1990.

OLD GEORGETOWN SUBMISSIONS

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 90-149	1634 32nd Street, N.W.	Two story rear
HPA. 90-700	Michael Madden	addition
	Residence	- conceptual

ACTION: Case superseded by case O.G. 90-176.

O.G. 90-176	1634 32nd Street, N.W.	Two story rear
HPA. 90-838	Michael Madden	addition
	Residence	- permit

ACTION: No objection to issuance of permit for proposed two story rear addition.

O.G. 90-154	1622 32nd Street, N.W.	Two story rear
HPA. 90-753	Hardy L. Wieting, Jr.	addition -
	Residence	permit

ACTION: Recommend AGAINST issuance of permit for proposed two story rear addition which is too large in relation to existing small house and extends far beyond adjacent structures. Proposed change to roofline of existing house is not appropriate.

O.G. 90-164	1226 Wisconsin Avenue	Signs
HPA. 90-816	MRO - Mid Atlantic, Inc.	- permit
	Hardee's	

ACTION: No objection to issuance of permit for three of proposed signs ONLY as shown in red-lined drawings. Applicant has agreed to remove from submission additional signs which detract from character of building.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 90-175	1515 29th Street, N.W.	Rear addition -
HPA. 90-837	Payson residence	conceptual

ACTION: Recommend against concept design for addition to an existing residence which shares a party wall with neighbor to the north. Recommend submission of scheme which will not block light to the neighboring property on the north or require the removal of any existing trees.

O.G. 90-106	1263-65 Wisconsin Avenue, N.W.	Underground
HPA. 90-453	Parviz Mizrahi	addition -
	Commercial	revised concept

ACTION: Recommend against the concept of excavating nearly the entire property for below grade "storage". Extent of underground addition will prohibit any future possibility of in-ground trees and will require above grade egress and mechanical system outlets.

O.G. 90-163	3033 O Street, N.W.	Fence - permit
HPA. 90-813	Lois Valliere	
	Residence	

ACTION: No objection to issuance of permit for replacement of concrete pad with landscaping and new iron fence as shown in supplemental drawings received and dated 18 September 1990.

O.G. 90-166	1503 35th Street, N.W.	Fence - permit
HPA. 90-818	Charles Fenwick	
	Residence	

ACTION: No objection to issuance of permit for painted board fence (a tradition more in keeping with character of historic residence) as shown in supplemental drawings received and dated 12 September 1990.

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Appendix II

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 90-174	1542 34th Street, N.W.	Alterations to
HPA. 90-836	Dale Overmyer	rear facade and
	Residence	new bay window
		- conceptual

ACTION: No objection to concept design for alterations to rear of residence. Submit completed working drawings for permit review.

O.G. 90-173	3327 Dent Place, N.W.	Parking pad and
HPA. 90-835	David Labovitz	alterations -
	Residence	conceptual

ACTION: No objection to proposed concept. Recommend that board gate is narrowed to accomodate planting of a tree and shrubbery. Submit completed working drawings for permit review.

O.G. 90-156	2915 O Street, N.W.	Parking pad and
HPA. 90-761	Mr. & Mrs. Harm Blij	alterations -
	Residence	permit

ACTION: No objection to issuance of permit for proposed security grilles and operable shutters. Recommend panelled (or board) gates to help screen proposed parking pad from neighbors.

O.G. 90-160	1301 36th Street, N.W.	Handicapped
HPA. 90-794	Holy Trinity Church	lift - permit

ACTION: No objection to issuance of permit.

O.G. 90-158	1511 Wisconsin Avenue	Exhaust duct
HPA. 90-775	Amir Yerou Shalmie	- permit
	Deli	

ACTION: No objection to issuance of permit for exterior duct which should be painted to match color of building.

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Appendix II

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 90-171	1339 Wisconsin Avenue, N.W.	Signs and
HPA. 90-833	American Security Bank	awnings
		- permit

ACTION: No objection to issuance of permit for proposed signs and awnings as part of renovation work on the building as shown in supplemental drawings received and dated 14 September 1990, provided that proposed light under the ATM awning is deleted.

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MEETING OF THE COMMISSION OF FINE ARTS

19 September 1990

The meeting was convened at 10:10 a.m. in the Commission of Fine Arts offices at the Pension Building, 441 F Street, N.W., Washington, D. C.

Members present: Hon. J. Carter Brown, Chairman
 Hon. Neil H. Porterfield, Vice Chairman
 Hon. Adele Chatfield-Taylor
 Hon. George E. Hartman
 Hon. Robert A. Peck

Staff present: Mr. Charles H. Atherton, Secretary
 Mr. Donald B. Myer, Assistant Secretary
 Mr. Jeffrey R. Carson
 Mrs. Sue Kohler
 Mr. Jose Martinez

National Capital
Planning Commission
staff present: Mr. Patrick Tribe

I. ADMINISTRATION

A. Minutes of the 26 July 1990 meeting. Approved without objection.

B. Dates of next meetings. Approved as:

25 October 1990
13 December 1990

It was noted that there would be no meeting in November.

C. Schedule of meetings for 1991. The schedule was tentatively approved.

D. Bill 8-616, District of Columbia Council, Committee of the Whole. Amendment to "Schedule of Heights of Buildings Adjacent to Public Buildings". Market Square North development. The Secretary said this involved the square east of the FBI Building, where a new mixed-use building was to be erected. The developers were requesting extra height--130 feet rather than the 110 allowed--because, they said, it was the only way that including a residential section could be made economically feasible. He said there had been a hearing before the City Council the previous day, and although the request had been opposed by NCPC and the Committee of 100, the Council had voted in favor of the legislation. He said the matter was outside the jurisdiction of the Commission of Fine Arts, but the staff had written a letter asking that the record be kept open for the Commission's comments.

Mr. Peck, noting first that he and Mr. Hartman were working on a project that involved an amendment to the height schedule, said his concern was that this would allow a building higher than the Building Height Act allowed, whereas amendments to the Schedule had historically provided for lower heights than allowed, to protect a public building; this was the case with the project he and Mr. Hartman were working on. (In the Market Square case the adjacent public building was the FBI.) Although he had not seen the design for the building, he thought the proposed amendment would set a bad precedent.

Mr. Hartman commented that the appearance of Washington was virtually determined by the L'Enfant Plan and the Building Height Act of 1910, which based the height of a building on the width of the principal abutting street. He noted that all buildings in the area, between 7th and 9th streets, were 110 feet high, and this amendment would make the new building the exception. Ms. Chatfield-Taylor observed that this nibbling away of height restrictions was not unique to Washington, but was going on in many cities.

Jay Brodie, executive director of PADC, asked to comment. He said he did not think it would set a precedent, because there was no other place where a building rose to 160 feet, as did the FBI. He said there had been considerable dispute within the legal profession about the matter, and added that it could go on to Congress for approval. Mr. Hartman asked him to reconcile this exception with the heights of the existing buildings between 7th and 9th streets; Mr. Brodie said he did not think it would be a big departure because it would apply only to the office section of a three-part development, and because of the change in grade, the roof line would be at the same level as that of the apartment section. He said that the design was such that it would not adversely affect the FBI. Mr. Peck said he was not convinced by the urban design argument. To explain his concern with precedent, he then gave an explanation of the Building Height Act of 1910 and its provision for a Schedule of Building Heights to allow for

variances around future public buildings. He noted that the federal government was not subject to the Act, and he worried that the government might exceed the height limitations at some time, and then private developers would come in and request amendments to the Schedule so they could go up as high as the government building.

Mr. Peck then moved that the Commission staff draft a letter expressing the members' concern over this amendment, its violation of the street width formula, and its setting of a bad precedent; the letter should recommend that the Market Square project be limited to 110 feet. The motion was seconded and carried unanimously. Exhibit A

E. Whitehurst Freeway. Letter from Carol B. Thompson, City Administrator. Confirmation of previously approved rehabilitation of the Whitehurst Freeway. The Secretary recalled that, following the members' instructions, a letter had been written to the D. C. government urging delay in signing a contract for the rehabilitation until the alternative plan by architect Joseph Passonneau could be given one more hearing. He said the letter had been circulated widely to those involved--members of Congress, the City Council, ANC's, newspapers-- but the city considered that a fair hearing had been given, there were serious flaws in the Passonneau plan, and the contract for rehabilitation was ready to be signed. He added, however, that there was a hearing scheduled within the Georgetown community itself. Mr. Hartman said he would like to comment that renovation of any metal structure always involved more extensive work and ongoing expense than originally foreseen, and the city might want to review once again the cost effectiveness of their action, aside from the aesthetic consideration. Exhibits B, B-1

II. SUBMISSIONS AND REVIEWS

A. Navy Memorial Foundation

CFA 19/SEP/90-1, Bas-reliefs for the Navy Memorial, Pennsylvania Avenue at 8th Street, N.W. Review of bas-relief design program. (Previous: CFA 15/FEB/90-1, CFA 20/APR/89-4, CFA 19/MAY/88-1.) Staff member Sue Kohler recalled the on-going review of this project and said the staff had asked Captain Jones, from the Navy Memorial Foundation, to show the Commission photographs of the approved conceptual designs in their final form. She said Captain Jones would also show photographs of conceptual designs for some of the other panels. She showed a photo of the memorial area, pointing out the low wall defining the central plaza, where the bronze reliefs would be installed, and said there would be twenty-two in all, each 32 by 36 inches. She introduced Captain Jones, who then introduced sculptor Gil Frankin, former Dean of Fine Arts

at the Rhode Island School of Design, who was present to answer the members' technical questions; Mr. Franklin was the sculptor for several of the panels.

Captain Jones said first that the sculptors had worked from photographs and consulted Navy historians to be sure that the subject matter of the panels was accurately portrayed. He then showed eight new conceptual designs. Four were in the form of photographs of clay sketch models: Naval Aviation, the Coast Guard, the Naval Academy, and the Great White Fleet. The other four--Inland Operations (Vietnam), the Seabees, Polar Exploration, and Submarine Service-- were ink or wash sketches on paper. Of the eight, the members were most concerned with the Island Operations and Seabees panels. The Inland Operations seemed confusing in the preferred sketch; a second sketch shown seemed to hold more promise. The Chairman asked that a good photograph of a clay relief be seen. The Seabees panel also raised questions. The members thought the prominent figure in the left foreground should be more involved with the action rather than facing the viewer, and the depiction of the bulldozer needed more study. They were most enthusiastic about the Polar Exploration and Submarine Service panels. As with the approved concepts, it was expected that the Secretary and Mrs. Kohler would review the models as the designs were developed and make suggestions before the designs were seen again by the Commission.

Captain Jones then showed photographs of the approved concepts in their final form. There were seven: Supply at Sea, Women in the Navy, Destroyer Escorts, the Navy Reserve, the Chaplain Corps, Navy Medicine, and the Navy Family. The designs for all seven were given final approval. Exhibit C

B. Department of the Army, Corps of Engineers, Baltimore District

CFA 19/SEP/90-2, Walter Reed Medical Center. Landscape plan for multi-level parking structure. (Previous: CFA 15/NOV/89-2.) Staff member Jose Martinez said this submission was for a landscape plan for a previously-approved garage, as requested by the Commission; the members had asked that particular attention be paid to screening the structure from the residential area on Fern Street. He showed a site plan and then introduced Murray Geyer from the Corps of Engineers to make the presentation.

Mr. Geyer showed a landscaping plan, pointing out the various planting materials to be used. In answer to a question from Mr. Peck, he said the parking garage to be screened was five levels high. The Chairman asked about the size of the red oak trees shown on the plan; Mr. Geyer said they would be 1 1/2 to 2 inch caliper. The Chairman said he was afraid it would take a long time for that size red oak to get large enough to provide any real screening. Vice-Chairman Porterfield said that, given the narrow space, he

would be inclined to forget the idea of trying to make it look like a park, and just plant a triple row of large, fast-growing white pines to provide maximum screening quickly. He did not think the rhododendrons shown would contribute to the screening effect. Ms. Chatfield-Taylor observed that the plantings were not grouped or spaced properly to hide the building.

Mr. Hartman asked some questions about an existing basketball court between the parking structure and the landscaped area, suggesting that it should be removed to allow more space for adequate screening material. Mr. Geyer said the medical center wanted to keep the court, so the Chairman suggested that it might be moved to a landscaped area shown on the drawings east of the parking structure. He thought it would be preferable not to have it jammed up against the building anyway, and as it had to be rebuilt, he did not think moving it would greatly increase the cost. He asked Mr. Geyer to think about it, and suggested that the staff might look at the site with the landscape architect and see what was feasible. Exhibit D

Walter Reed Medical Center, gate at 14th and Aspen streets. (This item was not on the printed agenda.) Mr. Martinez said there was another small matter concerning Walter Reed that had been brought to the staff's attention the preceding day, and it had been decided to put it on the agenda. It concerned the request to widen the entrance at 14th and Aspen, which would involve a wider driveway, new curb cuts, and a larger gate, designed in the same style as the one existing. He said the people at Walter Reed would like to get the Commission's approval of the design before applying for their public space permit from the District government. The members had no objection to the design, which would increase the width by only a few feet, and it was unanimously approved.

C. District of Columbia Government, Department of Public Works

CFA 19/SEP/90-3, Proposed highway bridge over the Anacostia River at Barney Circle. Alternative concept designs. The Assistant Secretary oriented the members with an aerial photograph, pointing out the location of the Capitol, the D. C. Stadium, the East Capitol and Sousa bridges, and a railroad bridge close to the site of the proposed highway bridge. He said the design elements of the new bridge had been a major consideration, that it would not be simply a continuation of a highway over the river, as other recent bridges had been. He said it was part of a large system called the Barney Circle freeway and would connect a piece of existing freeway with the eastern part of the city; it would involve elements other than bridge design, including underpasses, retaining walls, parks, and other aspects of civic design. He then showed a photograph of Sousa Bridge, which carried

Pennsylvania Avenue over the river, and pointed out several elements of the McKim, Mead & White design--segmental arches, rusticated piers, and the use of the Washington globe light--which he said had been carried over into some of the alternative designs that would be presented for the new bridge. In answer to Ms. Chatfield-Taylor's question, he said the bridge had been designed in 1936. There had been a number of alternative schemes, and although the Commission had preferred a masonry version, the present steel version had been constructed for reasons of cost and weight. Mr. Myer pointed out a large model of the entire area, noted that there were detailed renderings of all the alternative schemes, and then introduced Gary Burch from the D. C. government.

Mr. Burch took the members over to the model and explained briefly the goals of the entire project. He said it would fulfill a long-term commitment to solving the traffic problems in the Southeast and Northeast sections of the city. It would extend the Southeast Freeway from Barney Circle across the river on a new bridge and connect with the Anacostia Freeway and Kenilworth Avenue corridor, and it would provide a connection with downtown Washington from this area, so that commuters would no longer have to drive through Capitol Hill and other neighborhoods to reach their destinations. Additionally, plans for extensive landscaping and park facilities along the river, including playing fields and bicycle and pedestrian paths, had been developed in cooperation with the National Park Service. Mr. Peck asked if the plans would impinge on Congressional Cemetery; Mr. Burch said they would not, and he added that no private property would have to be taken.

Turning to the bridge, Mr. Burch said his department had been especially sensitive to the aesthetic quality of the design, since this would probably be the last major river crossing, and had prepared renderings of seven alternatives to show the Commission, four in concrete and three in steel. He said the Federal Highway Administration required two complete designs, one in each material, for bidding purposes. He noted that the bridge would have four lanes, plus a pedestrian/bicycle lane on one side, and that it would be 1100 feet long. There would be eight spans, those closest to the shore line about 116 feet in length, those spanning the river, about 144 feet. Mr. Burch also noted that because of the roadway alignment, the bridge would be built on a severe skew, about 45 degrees. Consequently, the piers would have to be quite massive and long, and from most points of view, the view through the bridge would be partially or totally obscured, depending on the design of the spans and piers. The piers in all but one of the designs would be concrete with stone facing. To emphasize the gateway aspect of the bridge, most of the designs showed ornamental pylons at the abutments.

Mr. Burch then discussed the following alternatives:

C-1 Concrete straight box: Box beams, straight soffit.

C-2 Concrete parabolic box: Box beams, parabolic soffit.

C-3 Concrete arch: Arch with spandrel walls, similar to Key Bridge, although not as monumental; it would be broken up underneath by showing the four separate arches. Mr. Peck asked if there was some alternative to the Jersey barriers shown, or if they could have some ornamental detailing to make them look better. Mr. Burch said some detailing would be used, or perhaps they might use the type of barrier used on Key Bridge.

C-4 AASHTO girders: Prestressed concrete I-beams, straight soffit. Commonly used and least expensive; some detailing could be done on the beams.

S-1 Steel straight box: steel box beams, straight soffit. Similar to the concrete version; would not use pylons at the entrances.

S-2 Steel parabolic box: steel box beams, parabolic soffit. Piers opened up more, elliptical in shape, not stone-faced.

S-3 Steel arch: steel arch with spandrel columns. Treatment of superstructure would allow some light penetration; piers not quite as massive as some of the other schemes and would be grouped in three units at each location. Mr. Burch brought up the question of the entrance pylons and where to place them (in this and the other schemes)--should they respect the skew of the bridge, which would place them in different locations on the sides of the roadway, or should they be placed directly across from each other, respecting the roadway and the perception of the motorist?

Having seen all the alternatives, the Chairman called for a discussion and the members' preferences in each category, concrete and steel. Mr. Peck first asked if the Conrail bridge was a more or less permanent fixture; Mr. Burch said he thought it was, that it was heavily traveled.

The Chairman then commented generally on straight versus arched bridge forms, saying that if the goal was to produce something more than just a highway crossing a river, the arched forms were usually more interesting than the flat ones. There was agreement that this was the case, and Mr. Hartman expressed his preference for alternatives C-2 (concrete parabolic arch) and S-3 (steel arch). It was thought that although C-3 was also an arched structure, its detailing was too complicated in appearance. Mr. Porterfield thought it was unfortunate that the bridge had to be built on such a skew, pointing out that there would be no feeling of approach, of the change from road to bridge, but he said he did not see how that could be avoided. Mr. Burch said the use of pylons was an attempt to provide some differentiation for the motorist, and there would also be a slight elevation in grade as the river was approached. Mr. Porterfield noted that the other

disadvantage of the skew was that, looking upstream, the piers and the superstructure would appear as a wall, cutting off the view. Therefore, he thought the emphasis should be on making the bridge as light as possible, using the most advanced technology, and not being overly-concerned with rustication and other historic references. Ms. Chatfield-Taylor agreed.

Mr. Hartman thought the piers in alternative C-2 should be looked at again, with a view to making them appear lighter, as was done in S-3 by using three less massive piers at each location. Mr. Peck observed that another advantage of S-3 was that the pylons at the entrances really worked with the bridge design; he found that some of the other pylons tended to get too heavy. A discussion followed on the placing of the pylons--in line with the skew or the roadway--and it was agreed they should relate to the roadway. Mr. Hartman said that if they caused a problem they could just be eliminated. There was further discussion of lightening the appearance of the piers, and then Mr. Hartman brought up the question of the Jersey barriers again, asking if it would be possible to use the type of metal guard rail seen on the Que Street bridge in Georgetown instead of the concrete barriers. Mr. Peck agreed this would be much better; Ms. Chatfield-Taylor recalled that the Design Arts Program of the NEA had given a grant for the study of alternatives to Jersey barriers, and thought it might be worthwhile to see what the results had been. There was no further discussion, and the Chairman told Mr. Burch that the Commission's preference was for alternatives C-2 (concrete) and S-3 (steel) with the modifications suggested and the pylons perpendicular to the roadway. He said the Commission would expect to see the designs as they were developed. Exhibit E

(There was a short recess, after which the meeting was reconvened.)

D. Smithsonian Institution

CFA 19/SEP/90-4, National Museum of Natural History, Constitution Avenue at 10th Street, N.W. Chilled water plant. Design. Staff member Jeffrey Carson said only the cooling tower part of this large facility would be above-grade, and he pointed out the location on a model: at the southeast end of the Museum grounds, in the recessed parking area along Madison Drive, near 9th Street. He said the architect had designed the visible section so that it would have the same architectural treatment as the museum itself. He then introduced Donald Darmstetter from the Smithsonian to begin the presentation.

Mr. Darmstetter said the chilling plant was the first phase of a ten-year renovation of the museum's heating, ventilating and air-conditioning system. He said the first step was to install

the chiller plant underground, then repave the parking lot and improve the landscaping around the cooling tower. Mr. Dormstetter then introduced architect William Bolling, from Hayes, Seay, Mattern & Mattern to discuss the project in more detail.

Mr. Bolling said the chilled water plant was now located in the east court of the museum building and would be moved outside the building, under the parking lot, thus making the east court available for other, more suitable uses. He showed drawings of existing conditions along Madison Drive, pointing out the views into the parking lot, and said that an existing wall would be continued east towards 9th Street and around the cooling tower, leaving an areaway around the tower to provide the amount of air intake necessary. The air would come in through screened arched openings. The area between the wall and Madison Drive, and 9th Street, would be heavily landscaped and bermed to reduce visibility of both the cooling tower and the parking lot. The landscaping would be continued up 9th Street to reduce the visibility from Constitution Avenue. He said he had kept the structure at or slightly above eye level so that the fans on top would not be seen.

The Chairman was concerned about the possible visibility of the fans and suggested that the parapet might be raised slightly to avoid this. He thought that if the whole structure could be lowered 6 to 8 inches it would help. Mr. Hartman thought the screened intake panels should be lowered, too, to make them less visible and help the proportions of the elevation, but Mr. Bolling said they had been placed at that height because of flood considerations.

Mr. Bolling asked his mechanical engineer to talk about potential noise problems from the cooling tower. He said the cooling towers would be a ceramic type, less noisy than the usual variety, and that he had done quite a bit of analysis of ambient noise in the area as well as the noise from the fans. His conclusion was that the ambient noise, even on the Mall side, was louder than that from the mechanical equipment. He noted also that the plant material would have a dampening effect.

The Chairman said he thought the project had been approached very sensitively, but he would feel better if he could see a mock-up to be sure the fans would not be visible to pedestrians; he said a few inches could make a great difference. He also thought that the air intake panels on the sides should be kept as low as possible; he said he didn't think the design should be driven too far by the 100-year flood consideration, since there were warning signals when this was about to occur and ways of dealing with it.

Exhibit F

E. District of Columbia Government, Department of Consumer and Regulatory Affairs

1. Shipstead-Luce Act

a. S.L. 90-172, 1750 Poplar Lane, N.W. New single family dwelling. Conceptual. Mr. Carson located this site, off Beach Drive at the upper tip of Rock Creek Park, in northwest Washington. He said the site had been divided into two buildable lots, and there was an English Tudoresque house on one of them; the new house was being proposed for the corner lot, which sloped down toward the park. He showed photographs of the site and drawings for the proposed house and landscaping, noting that the architect was not present. In answer to a question from the Chairman, he said the staff had no objection to the design, but had not seen a topographic map nor plans for retaining walls, although such material had been requested. There were no objections to the design, and the members agreed to let the staff review the plans for site work to make sure there would be no adverse effect on the park. Exhibit G

b. S.L. 90-139, J. W. Marriott Hotel, 1331 Pennsylvania Avenue, N.W.. Disposition of flagpoles. Discussion. (Previous: CFA 15/MAR/90-3.) The Secretary said this had been withdrawn, and another scheme would be submitted at the next meeting.

c. Appendix I. Approved without objection.

2. Old Georgetown Act

a. Appendix II. The Assistant Secretary said there were people present who would like to appeal the Georgetown Board's recommendation on two items on the Appendix: O.G. 90-154 and O.G. 90-106. The Commission agreed to hear them, but voted to approve the rest of Appendix II.

O.G. 90-154, 1622 32nd Street, N.W., two-story rear addition. The owner, Mr. Hardy L. Wieting, Jr., was introduced to read a statement setting forth his reasons for believing he should be allowed to erect his addition, although the Georgetown Board had recommended against it for the reason that it was too large in relation to the existing small house and would extend far beyond adjacent structures. The proposed change to the roofline was also disapproved as being inappropriate to the existing structure.

Mr. Wieting showed photographs and drawings and then read his statement, which made the argument that the addition would really not be visible from public space; the only way it could be seen from the street was through a very narrow space between his house and the one to the south, and the viewer would have to make a conscious effort then to see even a small portion of the upper

part. He said it could not be seen from the side, and the view from the rear was blocked by fences and walls and the trunk of a very large maple tree.

Mr. Carson said the Georgetown Board members had visited the site and delayed their action until they had done so. He said it was their determination that enough could be seen to give them a basis on which to make a recommendation. He said there had been similar cases before, and the precedent was that if a portion of a project was visible, then the Board would review the entire submission.

There was a discussion between Mr. Wieting and the members about the length of his house and addition, the length of others in the block, the proposed height of the roof, and other related matters. Mr. Peck said he sympathized with the owner, and thought the question of visibility was sometimes a difficult one; he asked if the project would be reviewed by the D. C. Historic Preservation Review Board, and was told that it would be, as that board was not limited by the visibility restriction. He suggested that in such cases, the Commission turn them over to the HPRB for review.

The Chairman read, for the benefit of the newer members, the policy on additions to Georgetown houses that had been issued by the Georgetown Board in 1986. Essentially, it said that additions should not approach doubling the size of the house, that they should be subordinate, not dominate elements, and not impinge on the open space of the block. He said he assumed it was on that basis that the Georgetown Board had made their recommendation, and the Secretary confirmed his statement.

The Chairman then asked if there were any comments from the community. Kathleen Graff, representing the Citizens Association of Georgetown, said she was not taking any position on the matter, but thought the Georgetown Board had made a careful study of it and would not like to see their recommendation overturned without hearing the reasoning behind it. The Chairman suggested that it be brought before the Board once more in public session so that the members' views could be heard. The Assistant Secretary said there was a time limit on the case, and unless the owner agreed to an extension, the Commission would have to make a decision at this meeting. There was a discussion of the propriety of making a decision during a site inspection; in response to a statement by Mr. Peck that he thought all decisions should be made in a public meeting, Mr. Carson said the Board had offered to discuss the project at the next Georgetown Board meeting, but the owner had refused to extend the time period. Mr. Wieting agreed that was the case.

The Chairman agreed that Mr. Wieting had some strong points, but he felt that the Commission could not, in good conscience, overturn the Board's recommendation and the staff's determination

that the addition was visible, without having made a site inspection. It was agreed that the Board's report would be supported, with the next step being left up to Mr. Wieting.

O.G. 90-106, 1263-65 Wisconsin Avenue, N.W. The Assistant Secretary noted that this project had been disapproved by both the Board and the Commission. The objections were based on the size of the underground addition, which would preclude the future planting of any in-ground trees, and the lack of information on the above-grade egress and the location of above-grade mechanical equipment.

Carolyn Brown, from the law firm of Wilkes, Artis, Hedrick & Lane, representing the owner, said she had new drawings she would like to show to the Commission; she said they had not been seen by the Georgetown Board, but she thought they responded to the criticism. She noted changes in the size of the addition and the walls which would accommodate tree planting; she also pointed out the location of air-conditioning equipment and noted that it would be screened.

The Chairman said that since the Board members had not seen these changes, they should be given the opportunity to review them and decide whether or not their objections had been satisfactorily addressed. Ms. Brown brought up the question of visibility, noting that the addition would be underground. Mr. Peck agreed this was a consideration, and said he was not sure the Commission could base its objection on the possibility of something happening or not happening in the future--in this case the planting of trees that would be visible from public space. But the Chairman pointed out that the Georgetown Act did give the Commission responsibility for maintaining the aesthetic character of the historic district, and he thought the traditional tree cover, visible behind the low buildings, was part of the aesthetic character of Georgetown. Vice-Chairman Porterfield said he agreed with this position. There was no further discussion, and there was a motion, seconded and carried, that the entire Appendix be allowed to stand.

Metro air vents, south of National Archives building. (This item was not on the printed agenda and was an informal discussion.) The Secretary reported that Metro had asked for the Commission's comments on a proposal to place two air vents, now at grade level, on 30-inch-high walls, at a location south of the Archives building, between the sidewalk and the curb on Constitution Avenue. The walls would be concrete, with Metro's traditional form board finish. He said there was a need to elevate the air vents because they were flooded every time there was a heavy rain.

The members were not pleased with this prospect because of the high visibility near the landmark Archives building, and because of the choice of material; they thought the walls should

be granite, if they had to be built. Mr. Hartman said he did not think the problem had to be solved in this way; he thought they could use an offset drained vent, run under the sidewalk to a location in the grass area between the sidewalk curbing and the building. The Secretary said he would convey this advice to the Metro staff.

There was no further business, and the meeting was adjourned at 1:30 p.m.

F. Freer Gallery

CFA 119/SEP/90-5, Freer Gallery. Inspection of new acquisitions. After the meeting was adjourned the members left for the Freer Gallery, where they inspected and approved a number of objects proposed for acquisition.

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

THE PENSION BUILDING
441 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001

202-504-2200
202-504-2195 FAX

EXHIBIT A

10 October 1990

Dear Chairman Clarke:

The Commission appreciates the opportunity you extended to comment on pending legislation which would add a provision to the Schedule of Heights raising the building height in the square just east of the FBI Building between D and E Streets, N.W.

While the Commission has not reviewed the proposed project, this is not so much an issue of urban design at this point as it is a concern for precedent, i.e. it would for the first time allow a height in the Schedule of Heights in excess of that established under the basic 1910 Height of Buildings Act. As you know, the width of the principal abutting street is the basis for establishing the height of buildings city-wide. To breach this long-standing principle would be a serious mistake, in the Commission's opinion.

Secondly, were such a variance to become standard practice by the District, the whole reason for establishing this special height schedule for areas adjoining landmark federal buildings could be rendered pointless. Every item on the Schedule establishes a height less than that which would be permitted based on the width of the abutting street. The purpose is to protect the views of prominent federal buildings.

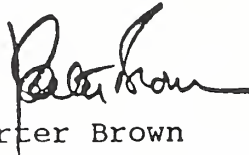
The features of this city which make it especially appealing and set it apart from other cities world-wide are not only aesthetic in nature but are also fundamental to the long-term health of our local economy. As these special qualities are eroded away, there could follow a weakening of the market for living and doing business in downtown Washington.

10 October 1990
Page Two

This proposal clearly is not about protecting the views of the FBI Building. At the same time it will inevitably weaken the underpinnings of what has led the capital to become such a special place over a long period of growth.

For these reasons the Commission is opposed to the enactment of Bill 8-616.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown", written over the printed name.

J. Carter Brown
Chairman

Mr. David A. Clarke, Chairman
Council of the District of Columbia
District Building, Room 103
1350 Pennsylvania Avenue, N.W.
Washington, D.C. 20004

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EXHIBIT B

3 August 1990

Dear Ms. Thompson:

I am writing to ask that you postpone a final decision on going ahead with current plans to restore the Whitehurst Freeway for an additional sixty days beyond what we understand to be the current deadline of the end of September.

There seems to be a groundswell of questions about the validity of data that has led to the adoption of the present plan. Thus the reasons for originally rejecting other schemes such as the surface boulevard could be called into question.

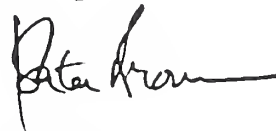
In any event the final decision is going to have a long-lasting effect on the appearance of the city, which ever way it goes. For this reason alone, a modest extension of time would make sense so that one more look could be given to alternate proposals. I know both the citizens associations and the ANC's in the Georgetown community would appreciate such an opportunity.

As for this Commission, we would obviously be delighted to see the Whitehurst Freeway disappear entirely. In this respect we wonder to what extent this option has ever been explored. It is hard to imagine such a structure ever being built today. How we best could solve the problem given the theoretical context of no existing freeway might prove to be a very useful avenue to pursue.

I look forward to hearing from you.

With very best wishes,

Sincerely,



J. Carter Brown
Chairman

Ms. Carol Thompson
City Administrator & Deputy Mayor for Operations
1350 Pennsylvania Avenue, N.W.
Suite 507
Washington, D.C. 20004

GOVERNMENT OF THE DISTRICT OF COLUMBIA
EXECUTIVE OFFICE

RECEIVED
COMMISSION OF FINE ARTS

AUG 28 1990

[Handwritten signature]

OFFICE OF THE CITY ADMINISTRATOR
DEPUTY MAYOR FOR OPERATIONS



1350 PENNSYLVANIA AVE., N.W. — ROOM 507
WASHINGTON, D.C. 20004

EXHIBIT B-1

August 24, 1990

J. Carter Brown
Chairman
The Commission of Fine Arts
Pension Building
401 F Street, N.W.
Suite 312
Washington, D.C. 20001

Dear Chairman Brown:

This is in response to your letter concerning the District's proposed rehabilitation of the Whitehurst Freeway. As you are aware, the District of Columbia Department of Public Works (DCDPW) undertook a long and extensive evaluation of the Whitehurst Freeway corridor to identify the most effective and practical treatment of transportation needs throughout the area. Numerous approaches to the problem were evaluated, including at-grade alternatives which would eliminate the existing elevated structure and provide a boulevard or avenue roadway at K Street elevation. The evaluations were included in the "Whitehurst Freeway Corridor System Modification Study" conducted between 1983 and 1985. The Commission of Fine Arts and other federal agencies, as well as all interested community groups, participated fully in these evaluations. The selected alternative, i.e., to rehabilitate the existing freeway, received the most support from the communities in the corridor.

Subsequent to the referenced study, DCDPW has on several occasions evaluated other schemes to provide an at-grade alternative to the elevated Whitehurst Freeway. The most recent re-evaluation was undertaken last Winter. The results of each re-evaluation were consistent with the findings of the original Whitehurst corridor study, i.e., removal of the existing elevated structure and replacement with another facility is impractical and will not adequately address the need to move traffic through the corridor.

The District has therefore proceeded with a contract to rehabilitate the existing facility. The contract will be awarded within the next few days and construction will begin as soon as possible. Given the deteriorated condition of the Whitehurst Freeway, this is the only prudent direction to take.

Your interest and concern on this subject are appreciated and respected. The Commission of Fine Arts has been helpful and constructive to the District and we look forward to continuing this relationship in the future.

Sincerely,


Carol B. Thompson
City Administrator/
Deputy Mayor for Operations

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10 October 1990

EXHIBIT C

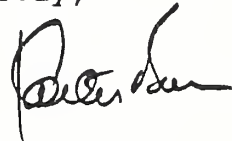
Dear Captain Jones:

The Commission of Fine Arts was happy to meet with you and sculptor Gil Franklin during its 19 September meeting to review photographs of further development of the approved concepts for seven of the Navy Memorial bas-reliefs. The designs for these reliefs were given final approval.

We were also interested to see concepts for eight additional panels, in varying stages of development. Concern was expressed about the Inland Operations panel, with the members feeling that it was confusing and showed too many elements. It was also thought that the Seabees panel needed work, particularly the figure at the left, who should be more involved with the action.

The Commission would like to continue the practice of having Mr. Atherton and Mrs. Kohler inspect the models and make suggestions as the designs are developed. When the models are considered to be in final form, the Commission will expect to review them again, in the form of good photographs, before giving approval for casting. We would also be happy to review the designs at an intermediate stage, should this be deemed necessary.

Sincerely,



J. Carter Brown
Chairman

Robert S. Jones
Captain, U. S. Navy (Ret.)
United States Navy Memorial Foundation
Box 12728
Arlington, VA 22209-8728

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10 October 1990

EXHIBIT D

Dear Mr. Kennon:

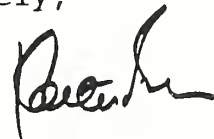
During its meeting of 19 September 1990, the Commission of Fine Arts had the opportunity to review the landscape scheme for the new parking structure on the main campus of the Walter Reed Army Medical Center. As mentioned in our 15 November 1989 meeting, the view of the structure should be softened, particularly from Fern Street to the north. To remedy the problem, the members recommend two areas of additional study: a new location for the existing basketball court and a denser planting scheme.

Clearly, the basketball court will reduce the potential planting area to a narrow strip of ground insufficient for the type and density of landscape screening required. As such, every effort should be made to find a more favorable location for the facility. With respect to landscaping, the members recommend a more compact planting scheme containing a wider variety of evergreen plant material including trees of at least four to six inch caliber.

The Commission appreciates the effort of the Army to improve conditions at Walter Reed through landscaping and encourages future endeavors along similar lines.

As always, the staff is available should questions arise.

Sincerely,



J. Carter Brown
Chairman

Mr. Herbert Kennon
Chief, Engineering Division
Directorate of Military
Programs
U.S. Army Corps of Engineers
Washington D.C. 20314-1000

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10 October 1990

EXHIBIT E

Dear Mr. Burch:

The Commission was pleased to meet with you 19 September 1990 to discuss alternative concept designs for the proposed new Anacostia River Bridge upriver from Barney Circle. The members commend the comprehensive presentation and believe several of the studies show great promise. Of the seven provided, two in particular merit further consideration: S-3 (steel) and C-2 (concrete). Both schemes are based on an open, light, segmental arch motif which is central to the success of the project and should be emphasized. In this respect, steel clearly has the upper hand. Enthusiasm notwithstanding, however, the members would like to express a few words of caution.

The bridge will have the greatest impact from the river and neighboring parklands. Because of the crossing angle required, that impact could be considerable. For this reason, the Commission recommends developing a more open "lacy" look to the undercarriage of the structure as well as reducing the apparent bulk of the supporting piers. In addition, while the members encourage embellishment, elaborate pylons and heavily rusticated piers are to be avoided. In fact, the use of the Washington globe light standard in itself may be sufficient toward providing the enrichment thought necessary. The Commission has two remaining, if seemingly minor, points to make which concern signs and sidewalk safety barriers. Bridge-mounted signs located over the actual motorway introduce an element visually at odds with their "host" and are to be discouraged. On the other hand, safety barriers are a necessary, permanent as well as highly visible fixture which unfortunately have received little design attention in the past. We feel that the common Jersey barrier is unacceptable. However, the steel barrier developed for the Buffalo Bridge is a type worthy of further consideration.

10 October 1990

Page Two

The importance of this "last" bridge should not be taken lightly. Both its design and that of the connecting freeway and all the other elements involved will make continuous coordination essential between the District Government, the National Park Service, and this Commission. The members anticipate a fine addition to the bridges of this city and look forward to review of the design as it develops.

Sincerely,

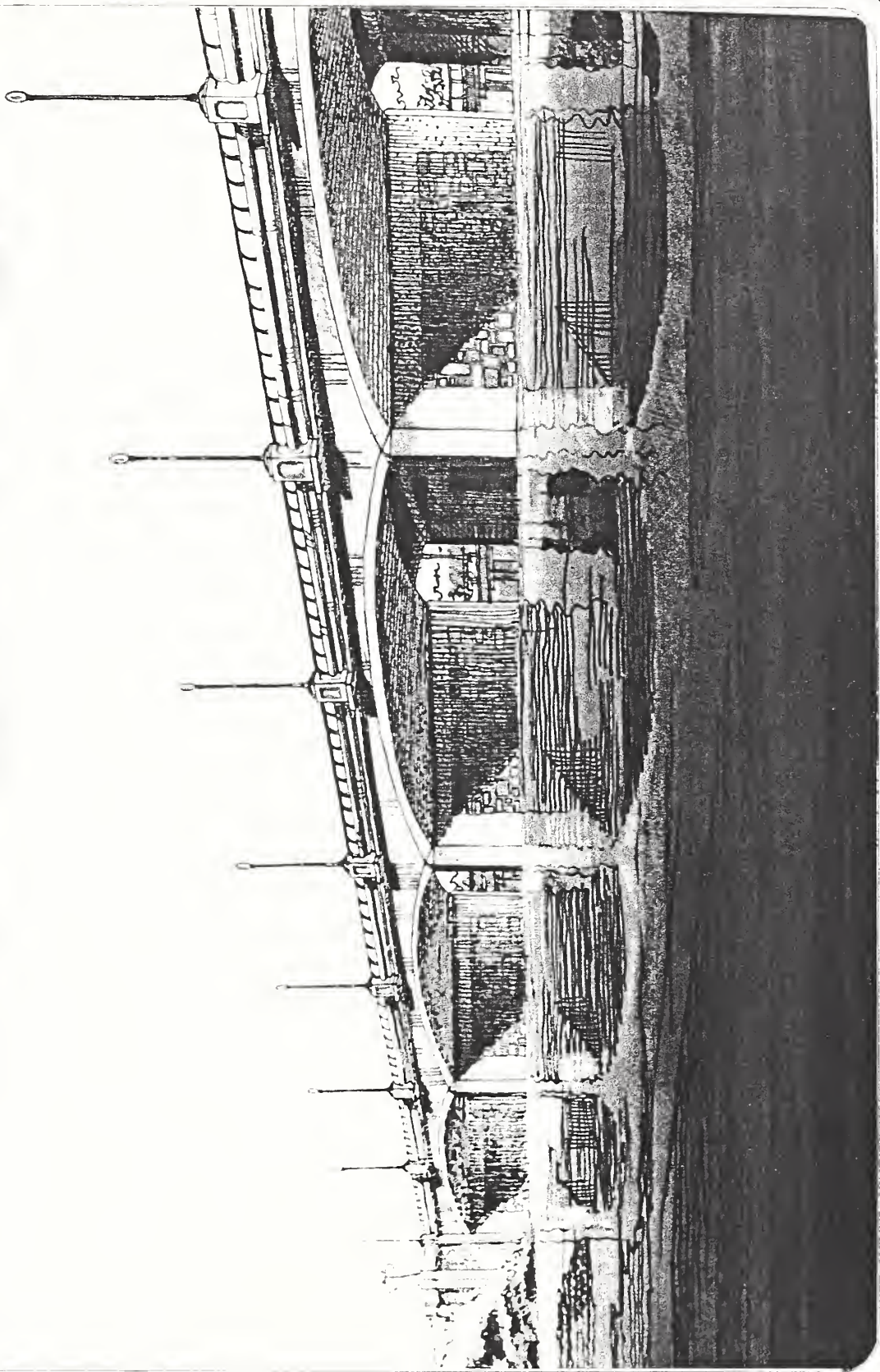
A handwritten signature in dark ink, appearing to read "J. Carter Brown", with a stylized, cursive script.

J. Carter Brown
Chairman

Mr. Gary Burch
Bureau of Transportation
- Construction Services
D.C. Dept. of Public Works
2000 14th Street, N.W.
5th Floor
Washington, D.C. 20009

ALTERNATIVE C-2
PARABOLIC BOX (CONCRETE)

- Concrete Box Beams, Parabolic Soffit.
- 8 Spans: 116', 6 @ 144', and 116'.
- Solid Wall Piers (Twin Walls), Stone Faced.
- Concrete Bridge Barriers with Railing (4'-6").
- Washington Globe Light Standards Supported on Concrete Pedestals.
- Pylons at Ends of Bridge.

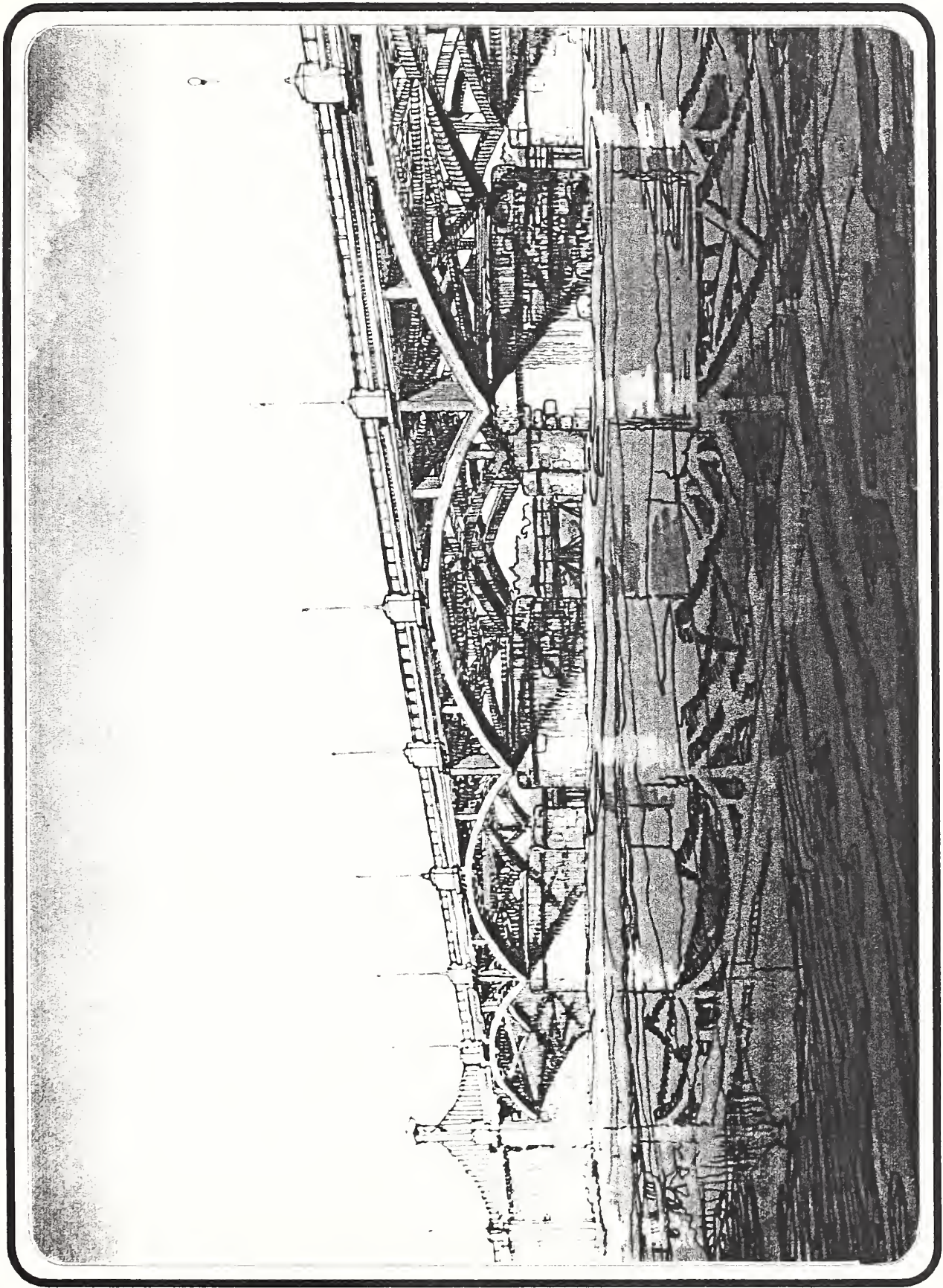


ALTERNATIVE C2
NORTHWEST VIEW

ALTERNATIVE S-3

STEEL ARCH

- Steel Arch with spandrel columns.
- 10 Spans: 4 @ 105', 1 @ 150' and 5 @ 105'.
- Solid Wall Piers, Stone Faced.
- Concrete Bridge Barriers with Railing (4'-6").
- Washington Globe Light Standards Supported on Concrete Pedestals.
- Pylons at Ends of Bridge.



ALTERNATIVE S3
NORTHWEST VIEW

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10 October 1990

EXHIBIT F

Dear Mr. Thomas:

During its meeting of 19 September 1990, the Commission reviewed a preliminary design for the proposed new chilled water plant at the National Museum of Natural History. In part, the plant will replace existing equipment currently housed in the highly visible "boxcar"-like enclosures flanking the museum dome, a most welcome goal.

The members were pleased by the thoughtful approach of the design team despite the large scale of the project (most of which thankfully will be underground). Everyone agrees that matching existing material and detail is the best approach and focusing on the visual as well as acoustic benefits of a careful selection of plantings should be encouraged.

While the members endorse the proposal, however, the sensitive nature of the site recommends continued study. This is a matter of fine-tuning. In particular, two points need clarification: the overall height of the surface structure and the general proportions of the arched air intake panels. With respect to height, the Commission is most concerned about the visibility of the air exhaust collars. Because the success of the project depends on inches, it would be highly instructive to see a full-scale on-site mock-up using simple materials to establish general outlines. I hope this will be possible.

As for the intake panels, the squat appearance of the current design is easily remedied by lowering the sill (or water table), thereby lengthening the arches. The Commission understands that the proposed sill height was dictated by the anticipated water levels of a 100-year flood. However, the members believe that there may be other, less intrusive ways of resolving the problem. Of course, the subject of destructive floods may be moot in the long run since the Army Corps of Engineers is currently working on final plans for a flood protection system that will render such fears a thing of the past.

10 October 1990
Page Two

Meanwhile, the staff is available should questions arise prior to our next scheduled meeting on 25 October.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Carter Brown", written over the typed name.

J. Carter Brown
Chairman

William L. Thomas
Acting Associate Director
Office of Design and Construction
Smithsonian Institution
Washington, D.C. 20560

AGENDA ITEM EXHIBITS

19 September 1990

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 90-172	1750 Poplar Lane, N.W. Norman Mayfield Residence	New single family dwelling - conceptual

ACTION: No objection to concept design as shown in supplemental drawings received and dated 12 September 1990. Request submission for review of detailed landscape plans with general contract drawings, showing existing and proposed grades as well as terraces, retaining walls and plant materials.

S.L. 90-139	1331 Pennsylvania Avenue, N.W.	Entrance
HPA. 90-581	J. W. Marriott Hotel	canopy - permit

ACTION: Withdrawn by applicant.
